

CHAPTER 4

MAGNOLIA/VAN BUREN CORRIDORS

1. INTRODUCTION

There are many aspects to Arlington’s identity, but none leave a more distinct impression than its major thoroughfares, Magnolia Avenue and Van Buren Boulevard. This chapter of the Arlington Community Plan looks at ways to preserve and enhance these two important travel and business corridors. There are two facets to this endeavor. One part focuses on the design guidelines for the *properties* that line both sides of these streets, and the other deals with street right-of-way areas, or the *streetscape*, including sidewalks, parkways, on-street parking, travel lanes, and medians. The objective in both cases is to encourage the preservation and enhancement of the “sense of place” that makes Arlington a unique part of Riverside.

2. ORGANIZATION OF THE CORRIDOR AREA

This chapter is organized around the same geographic areas introduced in Chapter 3, Economic Considerations. These areas are illustrated in Figure 4. At the center is the ***Village of Arlington***, extending from roughly Roosevelt to Castleman Streets. East and west of the Village is the ***East Magnolia Portal*** and the ***West Magnolia Portal***. North and south along Van Buren Boulevard is the ***North Van Buren Portal*** and ***South Van Buren Portal***.

3. ISSUES

The following is a summary of the issues concerning the Magnolia/Van Buren corridors. For more information regarding these issues, the reader is directed to the technical appendices, published separately.

- a. ***Magnolia Avenue***
 - i. **Eroded Identity:** As newer commercial areas have developed, Arlington’s image and place as a commercial center has eroded.
 - ii. **Historic Preservation:** Many storefronts have been “modernized” so that most of the original architecture has been obscured, thus depriving the area of its unique heritage. Many buildings are also unreinforced masonry.
 - iii. **Arlington Branch Library:** The Arlington Branch library is small by contemporary standards and no longer meets the community’s needs. A

FIGURE 4
MAGNOLIA/VAN BUREN CORRIDORS

site has been purchased for a new library at Myers and Magnolia, however, it is outside the Village area and may not be as much of a help in the revitalization of Arlington as it could be.

- iv. **General Plan Designated Street Width:** The Transportation Element calls for a six lane, 154 foot wide street, in comparison with the existing predominant width of 134 feet and four lanes. Implementation of this would further erode Arlington's identity.
- v. **Parking and Access:** Parking and access to Arlington Village's buildings is largely from the rear. While this is appropriate for an "urban" commercial center, consideration needs to be given to making sure parking/access to Village buildings is attractive and convenient.
- vi. **Alleys and Rear Elevations:** The rear elevations of Arlington Village's buildings are, in many respects, the most interesting views to these buildings. Yet, these frontages tend to be unkempt and marred by utilitarian additions.

b. *Van Buren Boulevard*

- i. **Division of the Community:** Arlington tends to be divided into four quadrants by Magnolia Avenue and Van Buren Boulevard. These major arterials tend to disrupt the cohesiveness of the community and hamper the potential to bring the area together.
- ii. **Lot Widths, Configurations and Setbacks:** The widening of Van Buren is anticipated to take additional right-of-way from the east side of the street. Design policies and guidelines are needed to guide the assemblage of these parcels into appropriately sized building sites for future commercial development. For those uses that remain, it will be important that the streetscape design helps mitigate the reduced front yard setbacks.
- iii. **Street Trees:** The widening project will likely eliminate the mature street trees on the east side of the street. This could give the street an unbalanced look unless equivalent sizes/varieties of trees are installed.
- iv. **Magnolia/Van Buren Intersection:** It is important that any widening of the Magnolia/Van Buren intersection be minimized and done as sensitively as possible, to help retain Arlington's "sense of place."
- v. **Community Identity:** Clear design guidelines will be needed to keep new development, especially along Van Buren Boulevard, from eroding Arlington's identity.
- vi. **Design Issues North of Magnolia:** While the greatest concerns along Van Buren Boulevard are linked to the proposed widening in the southern part of the corridor, design guidelines also need to take into consideration the area north of the widening.

4. BUILD NEW OR PRESERVE WHAT'S THERE

One temptation in working to revitalize an old commercial district is to rely upon demolition and reconstruction as a solution. While this approach has its advantages, it has the significant disadvantage of destroying the essential character of an area. This is especially true in Arlington, which has a rich history. *Arlington's essential character is found in the history of its buildings, their placement, and their connection to the historic fabric of the community.* If Arlington's buildings were torn down and replaced with typical highway commercial development it would become just another undefined part of the Tyler/Magnolia commercial strip. Even if a new Village was created in place of the existing buildings, it would likely take on a fabricated character, created to "look right," but lacking a sense of historic identity. *In any renovation of Arlington's Village, top priority needs to be given to restoring buildings more than 50 years old to some historic form.* The City has a photograph showing the core of Arlington's Village in the 1940's (see Figure 5). This photo and others can be used as a guideline for renovations. Where there may be vacant lots or buildings that cannot be restored, these design guidelines need to be used to help shape the creation of new buildings that respect the historic Village of Arlington.

5. DESIGN GUIDELINES FOR DEVELOPMENT

Every neighborhood or district has a character that can be described. This "character" typically consists of a number of factors that make the district distinctive from other nearby areas. This section explores the "character defining elements" that make Arlington unique. It also establishes the "design guidelines" essential to maintaining that character. In keeping with the organization of the study area, character defining elements and design guidelines are divided between those that pertain to the Village of Arlington and those relating to the portal areas.

Generally, *the challenge in the Village of Arlington is to preserve its original character.* For the portal areas, the challenge is different. The portal areas lack the cohesiveness and well-defined character of the Village. *For the portal areas, there are two basic design challenges. One challenge is to bring more of a sense of cohesiveness and character to these areas than they presently have; the second challenge is to make them more a part of Arlington's original fiber.* If these design guidelines and streetscape plans are successful, there will eventually be a sense of coordination between the Village of Arlington and its portal areas. In this regard, it is the intent of the design guidelines for the *portal areas to provide a sense of entry to the Village*, offering automobile oriented uses that compliment the Village's more pedestrian oriented uses. With regard to the Village area it is the intent of the guidelines to strengthen and reinforce Arlington's sense of identity and serve as a focal point for social interaction.

FIGURE 5
PHOTO OF ARLINGTON IN 1940'S

a. *General Character of Properties in the Corridor*

The heart of Arlington's character can be found in its original Village area. Figure 6 is a plan view of Arlington's existing Village. The Village of Arlington is a compact area, with traditional boundaries extending along Magnolia Avenue only about one block either side of Van Buren Boulevard. Within this area is the essence of a traditional late nineteenth/early twentieth century commercial district, charming for its pedestrian scale, intimate relationship to the street, and the tightly spaced rhythm of its buildings. This character is most pronounced east of Van Buren Boulevard, where more of the original Village has been preserved.

On the north side of Magnolia Avenue, east of Van Buren Boulevard, the building edge is strong for the full block to Castleman Street. The only compromises to the edge are a small parking area and former auto repair garage at mid-block, and a gasoline station at Castleman Street. The former fire/police/electrical sub station (now the Assistance League Thrift Shop), while set back from the street, has enough of an urban quality that it contributes positively to Arlington Village's character.

On the south side of Magnolia Avenue, east of Van Buren Boulevard, the contemporary Krajan building contrasts sharply with the architecture and massing of other Village buildings. Its unusual setback at Van Buren Boulevard, reserved for future widenings, weakens its impact as a Village building. The block of buildings from this point east to Farnham Place, provide the strongest sense of a "Village." In this area, there are no gaps, setbacks, or inappropriate buildings to mar the sense of a "Village." Across Farnham Place to the east, the sense of a village continues with a small block of five commercial businesses contained in a single building. From that point east to McKenzie Street, the edge drops away with a residential-like brick building that houses a dentist office and the contemporary Union Bank building.

On the north side of Magnolia Avenue, west of Van Buren Boulevard, the Village of Arlington presents a rather weak edge. At the corner, a gasoline station has replaced an original block of buildings that once included a very stately bank that anchored the intersection. The inconsistent setbacks and architecture of the gasoline station dilute character of this important intersection. A vacant lot next to Arlington Heating and Air Conditioning creates another "tear" in the fabric of the built-up frontage. Newer buildings housing a Chinese restaurant and various shops bring the sense of a downtown village back into focus, but at the northeast corner of Roosevelt Street and Magnolia Avenue, a Der Weinerschnitzel fast food business creates another blur to the Village's street presence with its parking lot, setbacks, and drive thru lane.

FIGURE 6
ARLINGTON VILLAGE TODAY

On the *south side of Magnolia Avenue, west of Van Buren Boulevard*, the stately 1916 Jenkins Building is the most impressive structure anchoring the Magnolia/Van Buren intersection. A small block of shops extends this downtown village character until the fabric is interrupted by a parking lot and an auto repair garage set back from the street edge. The Arlington Branch Library, while set back from the street, provides a historic edge to the west end of the Village.

Radiating out from the Village of Arlington are the portal areas, which were originally occupied by residences, citrus groves, and vacant land. Today, these areas are mostly commercial, office and institutional uses, interspersed with residences and vacant land. The portal areas do not evoke as clear a visual image as does Arlington Village.

b. *A Vision for Arlington*

i. *The Big Picture*

Figure 7 shows a vision for how a revitalized Village of Arlington might appear in the future. The vision recognizes that, even with limited or no widening, Van Buren Boulevard will always tend to divide Arlington. The vision, therefore, assigns a different focus to the nature of uses east of Van Buren Boulevard than it does to the uses west of Van Buren. The area west of Van Buren is envisioned as a slightly greener, more open area with a more public building focus. The area east of Van Buren is intended to be a more intense retail shopping/dining area. At each entry point along Van Buren and Magnolia, gateway signing is proposed to announce entry into the Village and to give definition to the edges. The drawing of this vision is conceptual and should not be analyzed at a detailed level. For example, actual gateways will likely be placed further to the periphery of the Corridors. The following sections describe these east and west Village subdistricts.

ii. *The Shopping Village (East of Van Buren)*

The major strength of the area east of Van Buren is the existing tight-knit arrangement of buildings forming a cohesive Village-like district. This area is envisioned to be an intense “shopping Village,” where the focus would be on restaurants, retail establishments, and other pedestrian oriented uses. The block bounded by Van Buren Boulevard, Miller, Castleman, and Hayes Streets is shown for a future commercial/office area. Additional retail uses are also shown to the south of the Magnolia/Van Buren intersection.

FIGURE 7
A VISION FOR ARLINGTON

Parking would center around the existing parking lot south of Magnolia Avenue and angle spaces along Miller Street. Additional business parking would likely also occur north of Miller Street. To facilitate pedestrian access, a “passeo” (pedestrian passageway) would extend between the shops south of Magnolia to Miller Street. Pedestrian flow across Magnolia Avenue could be handled with signalized crossing, spaced an appropriate distance from Van Buren Blvd.

iii. *Arlington Park District (West of Van Buren)*

It has already been established that the area west of Van Buren is more open than the area to the east. The vision takes, what has heretofore been considered negative urban design qualities, and makes them into a positive design concept. Referred to as the “Arlington Park District” this area is proposed to have a “greener,” more public space orientation, centered on Arlington Park. To create a new edge on the north side of Magnolia, virtually all buildings would be removed, with the possible exception Arlington Heating/AC building, which should be analyzed for possible historic preservation. The major feature of this subdistrict is an extension of Arlington Park out to Magnolia Avenue. This creates a major public space, proposed to be flanked by buildings having a public or semi-public focus. Flanking the park to the west, the vision shows a combination library/community building. This would be in place of the existing proposal to locate the library at Myers Street. If locating the library here proves infeasible, some form of community building should still be considered. Flanking the park to the west, the vision calls for a new building at the corner of Magnolia and Van Buren, where the existing gasoline station is now situated. This building would strengthen the “100 percent” corner of Magnolia and Van Buren, now weakened by the gasoline station. Angle parking would be provided in Miller Street.

On the south side of Magnolia, the green setback of the library would be retained and complimented with the landscaping of the front setback of the building next-door. To the south of this frontage, the vision drawing shows additional retail buildings facing Van Buren Boulevard, to bolster the “critical mass” of the subdistrict. Parking is proposed to occur behind the buildings fronting on Magnolia Avenue and Van Buren Boulevard.

c. *Design Guidelines*

The design guidelines that follow build on the above vision and are meant to be used whenever new construction or remodel work is proposed in Arlington’s Van Buren/Magnolia Corridors. The guidelines establish policies that should be applied consistently, but which may also be subject to alteration from time to time. These guidelines address

items that are unique to Arlington and are not comprehensive. They are to be used in conjunction with the Design Review Board's general guidelines available at the Planning Department's front counter.

i. Building Placement and Orientation

Village: Village buildings should be placed at the property line along all public streets (Figure 8).

Portal Areas: Except where the zoning code requires a greater setback, portal buildings should be placed no more than five to 15 feet from Van Buren Boulevard or Magnolia Avenue. The entire space between the building and the street should be landscaped or developed as a plaza (Figure 10).

ii. Building Spacing

Village: Village buildings should be situated immediately adjacent to each other (Figure 8). Larger buildings should be broken into pedestrian scale storefronts (Figure 9).

Portal Areas: Portal buildings should be placed as close to each other as possible. Separations for the purpose of required side yards, driveways, parking, plazas, and the like are acceptable (Figure 10).

iii. Parking

Village: Off-street parking in the Village of Arlington should be placed to the rear of the buildings it serves. There should be no off street parking to the fronts or sides of Village buildings (Figure 8).

Portal Areas: Parking in portal areas may occur to the sides or rears of the buildings it serves. There should be no off street parking to the front of buildings in the portal areas (Figure 10).

iv. Building Design

Village: The general architecture of Village commercial/office buildings should reflect the styles of commercial/office buildings of the 1900's through 1930's (Figure 11). Historic photographs should be used as a guide to new construction and building renovations. Franchise architecture is not acceptable.

Portal Areas: A variety of architectural styles is acceptable in the portal areas. The main concern should be that buildings be designed to be compatible with existing buildings in the overall area (Figure 12). Franchise architecture is not acceptable.

FIGURE 8
VILLAGE SITE DESIGN GUIDELINES

FIGURE 9
CREATING A PEDESTRIAN SCALE

FIGURE 10
PORTAL SITE DESIGN GUIDELINES

FIGURE 11
VILLAGE BUILDING DESIGN GUIDELINES

FIGURE 12
PORTAL BLDG DESIGN GUIDELINES

v. Residential Conversions

Village and Portal Areas: Residences proposed to be converted to office or commercial uses, should retain the original residential character and style. Parking should always be placed in the rear yard and the front setback should be lawn-based landscaping. Signing should be low key and integrated into the architecture and/or landscaping. Handicapped access should be hidden from view or integrated into the site or architecture. Residences proposed to be replaced with new construction should be evaluated for historic/architectural significance and, if possible, relocated to vacant properties in the Arlington area.

vi. Height

Village and Portal Areas: Village and portal buildings should be one or two stories (Figures 11 and 12).

vii. Roofline/Cornice Area

Village: All Village buildings should have “flat” roofs with parapets extending a sufficient distance upward to screen mechanical equipment. The parapet shape should be a simple, angular design emphasizing a horizontal orientation. At the top of the parapet should be a cornice that provides a plane change. The design of Village cornices should be simple (Figure 11).

Portal Areas: The guide for roof style in the portal areas should be the character of the surrounding area. Pitched roofs are acceptable in the portal areas and, for these types of buildings, a cornice is not appropriate (Figure 12). Buildings with flat roofs should have a simple cornice consistent with the guidelines for Village buildings.

viii. Upper Building Facade

Village: The upper building facade of Village buildings should be a simple minimally decorated space to be used for signage (Figure 11).

Portal Buildings: To the extent that portal buildings have upper building facades, they should also be simple, uncluttered spaces for signage.

ix. Storefront

Village: Figure 11 shows the essential elements of a Village Arlington building. Working from top to bottom, the storefront area of Village buildings should consist of a transom window area, storefront glass/entry area, and a bulkhead area. The transom should be made of glass, framed in wood or lead came. If a transom was not part of the original design of a building, it may be omitted. The storefront should be made of clear, untinted glass offering an unobstructed view into the space within. Window framing should be wood or the thinnest possible metal. Standard

aluminum storefront framing is not appropriate. The bulkhead should be 24 to 30 inches high and made of glossy tile or glass in a rich, deep color, such as dark green, burgundy, dark blue, or black. Contrasting designs should be non-existent or minimal in these tile areas. The storefront entry should be set back from the front building line; the deeper the entry inset, the better. The entry door should consist of a large pane of clear glass, framed in wood. Hardware should be brass or chrome plated metal designed for a 1920's through 1940's look.

Portal Areas: The same guidelines as apply to Village building storefronts apply to portal area storefronts, except more modern materials, such as standard aluminum storefront mullions, may be used. Many portal buildings will also not have a transom area. Bulkheads will also sometimes be absent (see Figure 12).

x. Backs of Buildings

Village: Most rear building rears will only need a “clean-up, fix-up” approach to improvement. This would consist of concealing mechanical equipment and wiring, cleaning brick, (no sandblasting), and installing signing, plantings and the like to project a welcoming appearance. To further enhance a welcoming appearance doors and windows should be made transparent through the use of clear glass (see Figure 13).

Portal Areas: To the extent that rear elevations are visible on portal buildings, the main approach should be to break large wall masses with architectural features appropriate to the main design of the building.

xi. Awnings and Canopies

Village Awnings: Awnings can help enhance the architecture of a building, but they can also clash with a building. Village of Arlington awnings should:

- Be of a simple standard or “shed” design consistent with designs typically in use in early Arlington (see Figure 14).
- Be made of cotton duck fabric with a solid muted color or striped design complimentary to the building colors.
- Be used as a shading device, not a source of (no back lighting
- Be as unobtrusive as possible, maintaining the view to as much of the building's architecture as possible.
- Fit the size and shape of each window area to be shaded.

Portal Awnings: In portal areas the same guidelines apply except greater flexibility can be used regarding awing shapes (Figure 15). The main criterion should be that the awning compliment the architecture.

Village and Portal Canopies: Unlike awnings, which are typically cloth, canopies are made of more durable materials, intended to last the life of the building. Canopies should:

FIGURE 13
TYPICAL IMPROVED VILLAGE REAR FACADE

FIGURE 14
SHED STYLE AWNING

FIGURE 15
VARIOUS STYLES OF AWNINGS

- Be fixed immediately above the storefront glass.
- Be unobtrusive and sized in proportion to the building.
- Include detailing in the fascia area that compliments the detailing on the remainder of the building.

xii. Signs

Downtown: Signs in the Downtown area should reflect the styles and technology of the 1900's through the 1940's. Figure 16 illustrates appropriate and inappropriate sign types for Downtown Arlington. The following criteria should be applied in the review of Downtown Arlington signs:

- *Size:* As allowed by the sign code.
- *Placement:* The primary I.D. sign should be placed on the upper facade. Secondary signing can be applied to the storefront window area and hung below a canopy or awning. A sign can also be painted or sewn onto an awning.
- *Colors:* Sign colors should be subtle and harmonious with the building. Bright colors should be limited to accents and detailing.
- *Illumination:* With the exception of neon signs, illumination should be from an exterior source. Acceptable sources of illumination would include up-lighting hidden by a canopy, gooseneck lamps with historic enameled shades, and general building facade lighting.
- *Appropriate Types:*
 - Signs painted directly on the building wall.
 - Individual letters made of metal, painted Styrofoam or wood.
 - Enameled or painted metal.
 - Painted wood.
 - Old style metal canister signs constructed entirely of sheet metal with painted or enameled copy highlighted in neon.
 - Gold leaf lettering, painted letters or die cut vinyl letters on windows
- *Inappropriate Types:*
 - Projecting signs, that are historic to the building.
 - Canister signs with plastic facings.
 - Illuminated channel letters.
 - Cut-out plastic letters.
 - Freestanding signs.

Portal Areas: The design guidelines for signs in the portal areas are the same as apply to other areas of the City. These guidelines are found in the City of Riverside Design Review Guidelines.

FIGURE 16
SIGNS

6. DESIGN GUIDELINES FOR STREETSCAPE

a. General Character of Corridor Streetscape

Magnolia Avenue: Magnolia Avenue in the study area is presently a four lane arterial with a median, two travel lanes in each direction, and parallel parking along both sides. Its predominant width is 132 feet, which includes about 80 feet for travel lanes, parking, a median, and approximately 26 feet on each side for sidewalks, tree wells, and/or parkway (see Figures 18 and 20, “Existing”). Magnolia Avenue is shown on the general plan as a planned 120 foot wide major arterial. The cross section of this type of plan provides for six travel lanes, median and parking taking up the center 100 feet of the street, with parkways and sidewalks taking up 10 feet on each of the sides. As a “Scenic Boulevard”, however, the actual right of way take is planned to be 154 feet, with the extra dedication devoted to additional landscaped space in the median and/or parkways (see Figures 18 and 20, “General Plan”). While most of Magnolia Avenue in the study area is dedicated and improved at the old 132 foot width, some dedications have been taken to the 154 foot width. In most of these areas of wider dedication, the improvements have been left at the old configuration so as to avoid the disruptive look of irregular changes in curb location. In a few areas, such as at the mini-mall at Everest Avenue, both the dedication and improvements have been implemented.

Arlington’s village-like sense of scale lies in its essential character as an intimate, pedestrian scale district. If Magnolia Avenue is expanded from a 132 foot-wide 4-lane arterial to a 154 foot-wide 6-lane arterial as planned, this character would likely be significantly diminished.

Under the existing General Plan, dedications are taken to the 154 foot cross-section as each development or land entitlement occurs. Not only is a 4-lane configuration a better *urban design* solution for Magnolia Avenue, the traffic engineering feasibility of a 4-lane cross section has also been established with the Magnolia/Market Corridor Study. In fact, the Magnolia/Market Corridor Study recommends reducing the planned width of Magnolia Avenue to a 132 foot-wide, 4-lane configuration for the majority of Magnolia’s length. Figures 18 and 20 show the proposed cross section entitled “Community Plan Proposed.”

Van Buren Boulevard: Figure 17 shows an interim street widening of Van Buren Boulevard, proposed for implementation early in the 2000's. This is an interim widening that falls short of the General Plan’s proposed cross section. Figures 19 and 21 show various existing and planned cross-sections for Van Buren Boulevard. Presently, Van Buren is a four lane arterial with a center left turn lane, but no median. For most of Van Buren’s length in the study area travel lanes extend curb-to-curb leaving no buffer for parking or bicycle

FIGURE 17
VAN BUREN WIDENING CROSS SECTION

FIGURE 18
MAGNOLIA VILLAGE CROSS SECTIONS

FIGURE 19
VAN BUREN VILLAGE CROSS SECTIONS

FIGURE 20
MAGNOLIA PORTAL CROSS SECTIONS

travel (Figures 19 and 22, “Existing”). Like Magnolia Avenue, Van Buren Boulevard is shown on the general plan as a planned 120 foot wide, six lane major arterial (Figures 19 and 21, “1994 General Plan”). Unlike Magnolia Avenue, however, there are no plans to take additional right-of-way for aesthetic parkway purposes. The cross section of a 120 foot wide major arterial calls for the 100 foot wide area between curbs to consist of six travel lanes, median and parking. Beyond the curb face, parkways and sidewalks take up 10 feet on each side. While the 1994 General Plan calls for Van Buren Boulevard to be 120 feet wide, past General Plans have called for a variety of widths, and this is reflected in a considerable range of existing rights-of-way. At various places in the study area there are rights-of-way from centerline of 40 feet, 44 feet, 47.5 feet, 55 feet, and 60 feet.

While the 1994 General Plan’s six lane configuration, will help with traffic flows, it will, unfortunately, also diminish an important part of Arlington’s sense of community. A first stage toward achieving Van Buren’s six-lane configuration is the proposed widening mentioned earlier in this report, from the 91 Freeway to Magnolia Avenue. Figure 17 shows the proposed cross-section of this widening. At this time, construction and property acquisition costs will keep the widening down to five lanes. The five lane configuration calls for a median, two southbound lanes, three northbound lanes, a bicycle lane on each side of the street, parkways and sidewalks. The third northbound lane is intended to serve as a transitional lane for traffic heading north from the Riverside Freeway and for traffic turning east on Magnolia Avenue.

The Van Buren/Magnolia intersection is *the* focal point of Arlington. Unfortunately, as traffic demands have increased, pressures have mounted to add traffic flow capacity with wider and wider street sections. While this may accommodate traffic flows, however, the result to the community is a disintegration of the fabric that gives Arlington a sense of unity. Even the current smaller cross-section is very uncomfortable for pedestrians.

b. Parkway/Sidewalk Design Guidelines

Village and Portal Areas:

i. Parkway/Sidewalk Dimensions

Village: Figures 18 and 19, “Community Plan Revised,” show the street cross-sections for Magnolia Avenue and Van Buren Boulevard in the Village area. Here, the Magnolia sidewalk should be retained at its present 26 foot width, with no separate parkway. Van Buren Boulevard does not have a wide sidewalk at this time, however Figure 19, “Community Plan Revised,” shows how one can be achieved with a combination of right-of-way and a special setback. Because decorative paving is not historic to Arlington, it should be absent or limited to Village of Arlington intersections.

FIGURE 21
VAN BUREN PORTAL CROSS SECTIONS

FIGURE 22
PERSPECTIVE VILLAGE STREETScape

Portal Areas: Figures 20 and 21, “Community Plan Revised,” show the street cross-sections for Magnolia Avenue and Van Buren Boulevard in the Portal areas. Magnolia Avenue portal areas should have a turfed curb-line parkway of approximately 12 feet from curb face followed by an approximately 12 foot wide property line sidewalk (Figure 20, “Community Plan Revised”). Van Buren should have a 6 ½ parkway measured from curb face, followed by a 5 ½ foot wide sidewalk (Figure 21, “Community Plan Revised”).

ii. Street Trees

Village: On Magnolia Avenue, the existing palm street trees should be protected in place and Crape Myrtles, or another lower flowering tree, should be planted between.

Portal Areas: In the Magnolia portals, the same pattern of alternating flowering trees and California Fan Palms should be maintained. In Van Buren’s portals, there is an existing canopy of Evergreen Elms. The proposed widening will result in the loss of all the elms on the east side of the street. Park and Recreation indicates elms are not a suitable tree for relocation or planting new. These trees should, therefore, be replaced with an acceptable variety of larger canopy type tree. In all areas, there is presently some inconsistency in the varieties of palms and other trees. Unless non-conforming trees are causing problems, however, mature trees that are inconsistent with the proposed pattern should not be removed or relocated.

iii. Private Uses of Sidewalk Areas

Village: Figures 22 through 25 show various views of a Village sidewalk scene as envisioned in this plan. Restaurants are encouraged to use eight to twelve feet of the sidewalk adjacent to the storefront for outdoor dining. A minimum six foot clear walking path needs to be maintained adjacent to the dining area.

Portal Areas: Because of the narrower sidewalk, it would not be appropriate to extend private uses onto the public sidewalk areas of the portal areas. Restaurants are encouraged, however, to have outdoor dining within the private setback area immediately adjacent to the sidewalk.

iv. Street Lights

Village: Historically, the Village of Arlington was lighted with street lights having Corinthian style “Marbelite” concrete poles and acorn style globes (Figure 26). These have given way to standard “cobra” style lights which are taller and arch over the street. The existing cobra style lights all have relatively attractive Marbelite poles with decorative arms. In other areas of the City, where shorter historic street

FIGURE 23
VILLAGE SIDEWALK - PLAN VIEW

FIGURE 24
VILLAGE SIDEWALK - ELEVATION VIEW

FIGURE 25
VILLAGE SIDEWALK CROSS SECTION

FIGURE 26
HISTORIC STREET LIGHT DESIGN

lights have been introduced, it has been City policy to retain the taller cobra style lights and intersperse historic lights so as to maintain adequate street lighting. Figure 24 shows this concept of interspersing street lights.

Portal Areas: In the portal areas, standard cobra style street lights should be used with Marbelite style poles.

v. Vertical Pole Banners

Village and Portal Areas: As shown in Figure 27, vertical pole banners will be allowed, per city rules, between Jackson and Harrison Streets on Magnolia Avenue, and between the 91 Freeway and Hayes Street on Van Buren Boulevard.

vi. Street Name Signs

Village and Portal Areas: A unique street name sign, as recommended in the Magnolia/Market Corridor Study should be designed and installed in Arlington.

vii. Street Name and Traffic Regulation Sign Poles

Village and Portal Areas: Modern street name and traffic regulation signs are typically supported by universal “erector set” style poles with holes or blanks extending the full length of the pole. These would not be appropriate for Arlington. Historically, Arlington’s sign poles were 4x4 wooden posts, with the exposed lower 12 to 18 inches painted black, and the remainder painted white. The City has begun using a black powder coated square metal posts for community entry signs and Victoria Avenue street signs. If this same type of post, with a 4" cross section, powder coated to match the historic posts, were used in Arlington, it would resemble the wooden poles once used in Arlington. Existing street name and traffic regulation posts should be replaced with this type of post.

viii. Benches

Village and Portal Areas: Many reproduction vintage style benches are now available. Figure 27 shows an appropriate bench consisting of wood slats with cast iron or aluminum supports in a vintage style.

ix. Tree Well Grates

Village: Cast iron tree well grates expand the walkable area of a public sidewalk and provide protection from soil compaction in the root area of a street tree. Cast iron tree well grates should be used for all pedestrian level canopy street trees. If feasible, similar cast iron grates should be used for palm trees. The palm tree well openings may need to be modified for this purpose (Figure 27).

FIGURE 27
STREET FURNITURE

Portal Areas: Street trees in the portal areas should be planted in turfed parkways and, therefore, tree well grates are not applicable

x. Tree Trunk Guards

Village: Black iron trunk guards, as depicted in Figure 27, would protect the trunks of Village street trees and eliminate the need for less attractive wooden supports. They would be appropriate for the pedestrian level canopy street trees, but not for the palm trees.

Portal Areas: Tree trunk guards are more of an “urban” improvement and would not be appropriate in the portal areas.

xi. Trash Receptacles

Village: Figure 27 shows black iron receptacles complimentary to the street tree trunk guards. These should be placed every 100 to 200 feet in the Village.

Portal Areas: The same black iron style of trash receptacles as are used in the Village should be used at bus stops and at other appropriate locations in the portal areas.

xii. Planter Pots

Village: Movable planters, as shown in Figure 27 should be placed at strategic locations to break up the mass of the sidewalk area and provide greenery and color near the ground plane. They should be equipped with automatic irrigation and maintained by an association of business owners.

Portal Areas: Planter pots are encouraged on private property, but are not appropriate for the rights-of-way in the portal areas.

xiii. Travel Lanes/Parking Lane

Village: The “Community Plan Revised” Village street cross sections (Figures 18 and 19) provide for two automobile travel lanes in each direction on Magnolia Avenue and three travel lanes in each direction on Van Buren Boulevard. Other than on Magnolia Avenue in Arlington Village, the area nearest the curb is reserved for bicycle lanes. On Magnolia, in the Village area, on-street parking is an important component of the parking mix and, therefore, bicyclists will need to share the roadway with automobiles area. On Van Buren Boulevard, off street parking will be more common and preferred by customers and, therefore, full time bicycle lanes are included in the Van Buren Boulevard cross section.

Portal Areas: In the portal areas (Figures 20 and 21, “Community Plan Revised”), the street profile provides for two automobile travel lanes in each direction and full time bicycle lanes on each side.

xiv. Medians/Turn Lanes

Village and Portal Areas: A landscaped median should be maintained in both the Village and the portal areas. Magnolia Avenue already has a landscaped median; Van Buren Boulevard does not, but is planned to have one. East of Van Buren Magnolia's median is devoted primarily to turf and a variety of trees. The turf, while attractive tends to be somewhat uninteresting, and so, at some point it might be worthwhile to cut back the amount of turf in favor of some flowers, low shrubs, and decorative paving.

7. MAGNOLIA/VAN BUREN INTERSECTION

Figure 28 shows a design concept for the Magnolia/Van Buren intersection. The intent is to make the intersection as pedestrian-friendly as possible through the use of shade trellises, special paving, and other amenities.

8. PARKING

The largest concentration of public parking presently exists in a large lot east of Van Buren, south of Magnolia. This parking area is conveniently located, but its landscaping is stunted, it is poorly laid out, and it lacks a sense of entry. A small public parking lot also exists behind the Arlington Branch Library. While attractively landscaped and well maintained, it is too small to serve much more than the library. Miller Street has the potential to be a significant source of angle parking, both east and west of Van Buren Boulevard. Unfortunately, it has a neglected "back-alley" look with faded striping, and the unattractive backs of commercial buildings facing its south edge.

If the Village of Arlington is to be successful, its parking must be convenient, attractive, and well identified from the street. Figure 29 shows how a more attractive parking entry might appear. Figure 30 shows what could be done with Miller Street to maximize its parking yield while giving it an attractive appearance. There is also a need for more public parking in the area west of Van Buren, south of Magnolia. This would be a good place for more public parking.

9. GATEWAYS

The City presently has a community signing program consisting of three levels of signing. The first level consists of large City entry signs set in landscaping at prominent entries to the City. The second level consists of 30" x 30" community entry signs mounted on metal poles at the main entry points to identified communities in the City. The third level consists of 24" x 24" signs for historic districts. While Arlington is presently identified by a set of community entry signs, something more prominent is needed to denote entry into Arlington along the Magnolia and Van Buren corridors.

FIGURE 28
MAG/VAN BUREN INTERSECTION DESIGN

FIGURE 29
PARKING LOT ENTRY CONCEPT

FIGURE 30
MILLER ST PARKING CONCEPT

In the past, there were attractive community entry signs more in the scale of what is needed to announce entry into Arlington today. Hanging above Magnolia Avenue between Tyler Street and Polk Avenue was a large neon sign proclaiming:

WELCOME TO
RIVERSIDE
VIA ARLINGTON

It is unknown when this sign was installed or removed. At the southeast corner of Magnolia Avenue and Van Buren Boulevard was a sign supported by two poles with the inscription:

ORANGE BELT OF RIVERSIDE
ARLINGTON

This sign was installed in the 1920's and removed in 1967 in the course of some roadwork. To help set the stage for entry into a revitalized Arlington, entry signing, such as the signs described above, should be installed. The copy should reflect a theme appropriate to Arlington.

10. LOT SIZE AND CONFIGURATION

In the Village of Arlington lots are typically narrow and relatively deep. Typical dimensions are about 50 by 150 feet. In the portal areas, a wide variety of configurations exists, but most of the lot dimensions are based upon an older model of residential development and, like the Village, tend to be narrow and deep. As commercial or office development has replaced residences, lots are often combined to allow larger projects, however, there is no *requirement* to do this and the potential exists for multiple small scale commercial developments. This could be a problem, from the standpoint of multiple driveway cuts, uncoordinated developments, and a jagged, unattractive street frontage. In some areas, such as in the Auto Center and along the Tyler Street corridor, the City has adopted minimum lot size requirements for commercial rezonings. This reduces this problem by increasing the increment of commercial development. Unfortunately, in the case of both Van Buren Boulevard and Magnolia Avenue, almost all the properties *planned* for commercial or office uses are already *zoned* for these uses. To require a minimum lot size, it would be necessary to amend each effected zone or create a new zone and apply it to the properties in question. Neither approach is recommended here. Rather, it is simply suggested a policy be adopted to *encourage*, but not *require* development to occur in minimum size increments.

11. ZONING CONCERNS

The Van Buren Corridor, south of Magnolia Avenue is entirely zoned commercial. In the General Plan, however, a swath of land in the middle of this strip is planned for office uses. This creates a General Plan/zoning inconsistency that needs to be resolved. A General Plan/Zoning Consistency case has been initiated, however, it has been on hold pending the completion of this plan. Another

concern is the large amount of C-3 zoning west of Van Buren in the Magnolia Corridor. C-3 is a heavy commercial use that could allow such things as used car sales. These zoning issues need to be addressed. The Van Buren zoning/General Plan inconsistency should be addressed as soon as possible.

12. THE OLD RIVERSIDE GENERAL HOSPITAL SITE

In 1998, Riverside General Hospital and its 6,000 employees vacated its Magnolia/Harrison site and moved to Moreno Valley. The negative effects of this on local businesses has been felt over the past several months. Since then, the hospital site has been rezoned to a combination of C-2 (Light Commercial) and RO (Restricted Office). The front portion of the site is approved for a combination “big box” hardware store and several satellite commercial pads. This will likely have both negative and positive effects on local businesses, depending upon the degree to which the new businesses can use economies of scale to competitive advantage over similar existing businesses. The rear portion is proposed for an office use, which will likely benefit local businesses. At the writing of this plan, the site was being cleared and the commercial portion was slated for development. The development of the rear portion had not been resolved.

An important part of the City’s review of County General’s transformation was consideration of the historic significance of the site. A comprehensive report on historic resources report was prepared regarding this by a historic resources consultant. The developer of the front portion is obligated to install a historical interpretive element at the corner of Harrison Street and Magnolia Avenue.

13. ARLINGTON BRANCH LIBRARY

The Arlington Branch Library presently operates out of a 1909 Classical Revival style building on a small site at the corner of Magnolia Avenue and Roosevelt Street (see Figure 31). The 4000 square foot building is designated Cultural Heritage Landmark 46. While the facility is in generally good condition, it is considered too small to meet today’s needs. A May 1996 report by Library consultant David Smith, documents the space and services needs of the library. To address the library’s needs, the City purchased a 1 1/3 acre site at the corner of Magnolia Avenue and Myers Street for a new 12,000 square foot building. This site is approximately mid-way in the West Magnolia Portal.

Earlier in this chapter of the Arlington Community Plan, a vision is described for the Village of Arlington that suggests the new library be located adjacent to an extension of Arlington Park out to Magnolia Avenue. Here it would be one of two buildings anchoring the block between Van Buren Boulevard and Roosevelt Street and flanking the extension of Arlington Park to Magnolia Avenue. It is also suggested in the Village vision that the library be combined with a community building to be used for community activities, such as art shows, club meetings, seminars, and the like. A

FIGURE 31
ARLINGTON BRANCH LIBRARY

Village location would be beneficial to both the library and the Village area. For the Library, such a location would give it prominence in the center of town. For the Village, the library would be an important center of activity, complimenting the overall pedestrian oriented focus of that area. Regardless of where the library is located it is important that it relate to the design concept for Arlington, as expressed in the design guidelines.

The old library provides a strong source of identity for Arlington and should be the source of design inspiration for the new library. One way for the new library to continue this tradition would be for it to incorporate some of the design elements of the existing library into its architecture. The following specific design guidelines are recommended for the new library.

a. Library Design Guidelines

- i. **Command of the Site:** The library is a key building and should have a distinct setting, somewhat setback, and oriented toward Magnolia Avenue.
- ii. **Ceremonial Entry:** The entry should be oriented toward a prominent public space with frontage on Magnolia Avenue.
- iii. **Parking:** Parking should be convenient, but not highly visible.
- iv. **Landscaping:** Plants should be of specimen size, arranged formally..
- v. **Building Materials:** Building materials should be traditional.
- vi. **Architecture:** It is important the architecture reflect the traditional forms and vernacular of the existing library, including:
 - (1) Classical pedimented entablature supported by Ionic columns.
 - (2) Arched multi-lite windows with sunburst upper mullions.
 - (3) Green opalescent glass.
 - (4) Gable roofed entry portico.
 - (5) Flat roof enclosed by parapet walls.

14. RECOMMENDATIONS

a. Historic Preservation/Restoration

- i. Conduct a historic resources survey of the Village of Arlington and initiate its designation as a historic district if it qualifies.
- ii. Place a high priority on preserving/restoring existing Village commercial buildings with the exception of the following buildings:
 - The gasoline station at Castleman and Magnolia.
 - The gasoline station at Van Buren and Magnolia.
 - The fast food restaurant at Roosevelt and Magnolia
- iii. Identify and promote funding for reinforcing historic unreinforced masonry buildings.

b. Building/Site Design Guidelines

- i. Apply the corridor design guidelines to all new exterior construction and remodelings.
- ii. Create a facade improvement program providing financial and architectural help to restore building exteriors.
- iii. Amend the sign code to allow historic signs not presently allowed.

c. Streetscape Design Guidelines

- i. Use the streetscape design guidelines for all street work in the Van Buren and Magnolia Corridors.
- ii. Amend the General Plan Transportation Element to adopt the Magnolia/Van Buren cross sections identified in Figures 18 through 21.
- iii. Establish alternating palms and a small flowering canopy tree as the street tree for the Village of Arlington and the East and West Magnolia Portals. Mature, healthy trees should not, however, be destroyed simply because they do not fit this pattern. They should either be left in place or be relocated. Establish a large canopy evergreen tree as the street tree for the north and south Van Buren Corridors.
- iv. Create unique community entry signing for Arlington. One suggestion would be to create signing in a similar size and shape to the sign that once hung above Magnolia Avenue near Polk Street. A sign of this sort would be made of enameled metal with copy lighted by neon tubing. Such signs would be suspended from cables attached to poles on either side of the street.

d. Vision for Arlington

- i. Use the “Vision for Arlington” drawing (Figure 7) as a conceptual basis for directing the revitalization of the Village area.

e. Parking

- i. Implement a program to improve the appearance and layout of existing public parking areas, including Miller Street.
- ii. Expand the amount of available public parking in the Village, especially west of Van Buren Boulevard.

f. Gateways

- i. Develop a unique design for entry gateways. It is suggested this design be modeled after the original gateway sign at Polk and Magnolia, consisting of an enameled metal sign with neon highlighted lettering hung above the street with cables. Entry signs should be placed in the vicinity of Van Buren and Andrew, Van Buren and Garfield, Magnolia and Harrison, and Magnolia and

Donald.

g. Magnolia/Van Buren Widening

- i. Keep any widenings on Van Buren Boulevard to the minimum necessary for traffic movement.
- ii. To improve pedestrian conditions at Magnolia and Van Buren, implement the intersection design illustrated in Figure 28.
- iii. In the Van Buren widening area replace the existing elms with similar, specimen size evergreen canopy trees.
- iv. Place the parkway at the curb to maintain as large a “margin of safety” to the sidewalk as possible.

h. Lot Size/Configuration

- i. Develop an incentive program to encourage lot consolidations and mutual access and parking agreements in the Magnolia/Van Buren portal areas. The minimum desirable frontage should be set at 100 feet.

i. Zoning/General Plan

- i. Amend the CL Zone to establish a height limit of two stories. Place a two story overlay zone on portal properties.
- ii. Rezone the C-3 (General Commercial) zoned properties west of Van Buren to the C-2 (Restricted Commercial) zone.
- iii. Resolve the General Plan/zoning inconsistency in the south Van Buren portal zoned C2 and planned for offices. Two story offices is suggested.

j. General Hospital

- i. Continue to apply the Arlington Community Plan design guidelines to development on this site.
- ii. Help promote the development of the rear part of the site for high employment office uses.

k. Library

- i. Examine the potential of locating the new branch library at the northeast corner of Roosevelt Street and Magnolia Avenue.
- ii. Implement the library design guidelines contained in this chapter.